









responsible for their negligence. A counter-claim was raised, and the Admiralty contended it was right that they should put in appearance. Since that time the practice has been for the plaintiff's solicitor to communicate with the Admiralty and the plaintiff's solicitor to act as a go-between, and these circumstances the plaintiff seeks to the Admiralty for payment, and the Admiralty bring their counter-claim. This action was brought against Captain Evans personally (he (the Chief Justice) did not see upon what grounds he could bring counter-claim against the other ship for

Mr. Francis said he was under the impression that an appearance was always required by the Queen's Proctor and the case was defended for the Crown. The fact that the Crown Solicitor in this case having made a statement that the Queen's Proctor did not appear at Atlanta alone, were concerned, led him to believe that the case was being defended for the Government.

The Acting Attorney General, at a subsequent stage stated that the case would be defended by the Attorney General.

Mr. Francis then proceeded to sum up for the plaintiff. This was a case, he said, which each party had fully and clearly presented his case, and the nature of the evidence on the other side was such a character that it could not be admitted wholly or taken entirely. The evidence was

a character that the one weakened or  
 assented the facts stated on behalf of the  
 other side. His Lordship had to decide  
 between two absolutely contradictory stories  
 and to decide that one of the parties were  
 stating what they knew to be untrue. It  
 was an awkward position both for His  
 Lordship and the Counsel. He would first  
 take up the counter-claim of the *Esperio* and  
 endeavour to show that, apart from the evidence  
 on the other side, it had no foundation.  
 It is pointed out that the *Esperio* should not  
 have been on the wrong side of the channel,  
 and that when she saw the other vessel  
 she ought to have ported and brought  
 herself over to the right side of the channel.  
 The *Esperio* was not to be allowed to

ing instead of starboarding the helm and bringing herself on a course which led to the point of danger. Another portion of the defendant's case was that when he starboarded the *Norden* was about 690 yards distant and two points on the starboard beam. The evidence, however, showed that was the case—and it seemed doubtful—it was impossible that any collision could have occurred. The *Norden* might possibly have run into the *Espor* astern on the starboard side but could not possibly have come into the *Espor* from the bow or the starboard bow. The Captain and Mr. Clive only spoke about one order to starboard, but the man at the helm and others spoke about a second order *hard a starboard*. The Captain—and the *Espor* swung off until she had four points

she could have been in that position, for if the collision would have occurred. Then having starboarded as he did, defendant was entirely in the wrong in endeavoring to bring his vessel to port. The only reasonable hope then of avoiding the collision was to have kept the *Espoir's* helm hard-a-starboard and to have gone full speed ahead. The *Espoir*, therefore, he contended, had no claim against the *Norden*. With regard to the latter's claim he submitted that the evidence for the plaintiff was simple and clear and had not been in the least shaken by what had transpired in the cross-examination. With regard to the fract of the collision there was considerable differ-

ence between the sides. The Captain said Lieutenant Clive said that Tiger Island was scarcely visible and was about two miles distant; while on the other side of the matter on their side, Mr. Ferguson, said the island was distinctly visible and was all that the sides said it was not less than half a mile distant—an expression that would hardly be used if the island was two miles distant. As an explanation of the great divergence between the statements on both sides he suggested that it was Captain Adams' intention to anchor somewhere, to the N.W. of Tiger Island, it being extremely improbable that he would have crept up in the dark and anchored at the Tauling flats where he would be in the

way of the junks. While making preparations for this he saw the white and then the green light of a steamer. This steamer was not the *Norden*, but the steamer that left Whampoa before the *Norden* and was half a mile ahead of her. That steamer passed perfectly clear of the *Esopo*, and after seeing her clear the Capt. intending to anchor, starboarded and then saw the red light of the *Norden*. The look-out man then described her from his post and passed the word "steamer" to the officers, after which it was quite possible that the officers looking out on the starboard side at the green light of the other steamer did not see the light of the *Norden* on the port side till she was close on them and the *Esopo* had starboarded. This explanation

did not account for all the discrepancies, but it placed the parties in the best possible position and rendered it necessary for His Lordship to charge either of the parties with the least possible amount of negligence. If the collision took place where the *Esper* said it did and the *Norden* was coming down as she said, she would have been in shallow water and, heavily on shore in Taiding flats—a very improvable position for a Chinese pilot of 18 years' standing to put a vessel. He put it that the story told by the officers of the *Esper* was inconsistent, he might almost say ridiculous, that it looked like a story made up by the officers to explain their own conduct, if that was the case.

which man occurred. It seemed to have been prepared for a collision and made all the arrangements to have the best evidence on their side. It was a very curious thing for a naval officer to tell a lot of blue jackets, who were smoking on the fore-castle, to look out for a red light and tell them what he intended to do if he saw it, at a time when he had not the faintest anticipation of danger. In conclusion Mr Francis referred to the contradictory character of the evidence and said it seemed almost as if in matters of collision there was the same want of honesty as was proverbial in the matter of horse flesh. His Lordship reserved judgment.

Exchange.	
HONGKONG, January 7.	
On London—	
Bank, Wire, .....	3/34
" On demand, .....	3/34
" 30 days' sight, .....	3/4
" 4 months' sight, .....	3/4 1/2
Credits 4 .....	3/4 1/2
Documentary, 1 months' sight, 3/4	
On Paris—	
On demand, .....	4.15
Credits, 4 months' sight, .....	4.20
On New York—	
On demand, .....	81
Credits, 60 days' sight, .....	82 1/2

On Bombay—					
Wire, ... ..	233				
On demand, ... ..	244				
On Calcutta—					
Wire, ... ..	233				
On demand, ... ..	244				
On Shanghai—					
On demand, ... ..	711				
30 days' sight, ... ..	721				
Gold List, 100 fine ... ..	531	05			
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## Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland Mail was published fortnightly; but as it was deemed of special importance that a weekly bulletin of news be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, a weekly compendium of news from the Far East, contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China's "hands" and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION: Per Annum, \$12.00, postage, \$1.00.

Quarterly, 3.00, " 0.25.

Single Copy, 0.30.

China Mail Office, Hongkong.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STRAIT-LANION.

MORNING STAR.

Runs DAILY as a Ferry Boat between Plover's Wharf and 'China Mail' at the following hours:—This Time Table will take effect from the 21st October, 1886.

WEEK DAYS. SUNDAYS.

Leave K'loon, Leave H.K., Leave K'loon, Leave H.K.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

8.00 " 8.25 " 8.00 " 8.25 "

8.50 " 9.15 " 9.00 " 9.15 "

9.40 " 10.20 " 10.30 " 10.45 "

10.40 " 10.55 " 11.00 P.M. NOON.

11.15 " 12.25 P.M. 12.25 " 1.15 P.M.

1.25 " 1.55 " 2.25 " 2.55 "

2.20 " 2.55 " 3.25 " 3.55 "

3.30 " 4.05 " 4.10 " 4.25 "

4.10 " 4.25 " 4.50 " 5.10 "

4.50 " 5.10 " 5.25 " 5.40 "

5.25 " 5.40 " 5.55 " 6.15 "

6.55 " 7.15 " 7.30 " 7.45 "

7.00 " 7.15 " 7.30 " 7.45 "

\* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

THE CHINESE MAIL.

THIS paper is now issued every day.

The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The project, being their estimate upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing a large and ever increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

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Subscription orders for the above may be sent to

GEO. MURRAY BAIN,

China Mail Office.

## Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, i.e., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except blank fide Supplements. Printed matter may, however, be enclosed, the whole being paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &amp;c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of a Registered Article for a Union Country may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Office is 4 lbs. Patterns for such offices are limited to 5 ounces, and must not exceed those dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise all civilized countries except the Australian and Cape Colonies.

Postage to Union Countries.

General Rates, by air route: Letters, 10 cents per 1/2 oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per oz.

Comm. Papers, 2 cents per oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Ceylon, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

S. African Colonies—Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates for Hongkong, Macao, China, Japan, Siam direct (by air), China, Tonkin, and the Philippines: Letters per 1/2 oz., 5 cents (c).

Post Cards, each, 1 cent.

Books and Patterns, per 2 oz., 2 cents.

Newspapers and Prices Current, each, 2 cents.

Registration, 5 cents.

(d) Via Singapore, 10 cents.

(e) Via Hongkong, Canton, and Macao 1 cent.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mail.

2. Invitations, &amp;c. are generally to be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect is expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &amp;c. all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unsealed, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in each Pattern Packet.

The Post Office declines all responsibility for Unregistered Letters, Cards, Notes, Cables, or Jewellery and, where Registration has been neglected, WILL MAKE NO INQUIRIES into alleged losses of such letters.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. &amp; O. Packet.

No parcel is sent with the Overland Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels to be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Parcels arriving from the Coast, &amp;c., after this hour are kept for the following P. &amp; O. Mail.

The Postage is 25 cents per lb., which includes Registration fee, and must be paid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 9 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted if this is completely and accurately filled. The only articles ordinarily sent from China, which are liable to duty are Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as hand-boxes, are prohibited. No Parcel can be received if its value exceeds \$250.

A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to insured Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &amp;c., is finished. The postage on Parcels at home is 10d. per lb., the Regulations are generally similar to the above, and the Parcels are sent out via Gibraltar.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, hand-drawn bound books, &amp;c., which reach their destination, although in a broken or deteriorated condition.

Misent or Delayed Correspondence.

When correspondence has been misent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to write on the cover, sent to the Post Office, or to the sender, as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

Chair, Jinricksha, and Boat Hire.

LEGALISED TAXI OF FARES FOR CHAIRS, CHAIR MEN, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs.

Half hour, 10 cents. One hour, 20 cents.

Three hours, 50 cents. Six hours, 70 cents.

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TO VICTORIA VIA.

Single Trip. Return Trip.

Four Coaches, \$1.00. Four Coaches, \$1.50.

Three Coaches, 0.85. Three Coaches, 1.20.

Two Coaches, 0.70. Two Coaches, 1.00.

By Peking-Lam. By Aberdeen, Shortest Route.

Four Coaches, \$2.00. Four Coaches, \$3.50.

Three Coaches, 1.50. Three Coaches, 2.00.

Two Coaches, 1.30. Two Coaches, 1.60.

By Wantai Gap.

Four Coaches, \$1.75.

Three Coaches, 1.20.

Two Coaches, 1.00.

TO THE PEAK, CHURCH, AND HOUSES IN VICINITY OF MOUNT ROSE AND MOUNT GOUL.

Single Trip. Return Trip.

Four Coaches, 0.50. Four Coaches, 0.80.

Three Coaches, 0.35. Three Coaches, 0.60.

Two Coaches, 0.25. Two Coaches, 0.40.

Return by Peking-Lam. Return by Aberdeen, Shortest Route.

Four Coaches, \$1.50. Four Coaches, \$2.00.

Three Coaches, 1.00. Three Coaches, 1.30.

Two Coaches, 0.80. Two Coaches, 1.00.

By Wantai Gap.

Four Coaches, \$1.15.

Three Coaches, 0.85.

Two Coaches, 0.65.

TO THE PEAK, CHURCH, AND HOUSES IN VICINITY OF MOUNT ROSE AND MOUNT GOUL.

Single Trip. Return Trip.

Four Coaches, 0.50. Four Coaches, 0.80.

Three Coaches, 0.35. Three Coaches, 0.60.

Two Coaches, 0.25. Two Coaches, 0.40.

Return by Peking-Lam. Return by Aberdeen, Shortest Route.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h, near the Kowloon shore k, and those in the body of the Harbour are marked a, in conjunction with the figures denoting the sections.

Shipping or midway between each shore are marked a, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. &amp; O. Co.'s Office.

5. From P. &amp; O. Co.'s Office to Pender's Wharf.

6. From Pender's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kowloon's Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

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5. From P. &amp; O. Co.'s Office to Pender's Wharf.

6. From Pender's Wharf to the Naval Yard.

## SHIPING IN CHINA, JAPAN, AND PHILIPPINES.

WATERS.

WAMPOA.

Vessel's Name. Captain. Destination.

Fooking. Lee Sang. Brit. str. Shanghai.

Meefoo. Meefoo. Brit. str. Hongkong.

Peking. Peking. Brit. str. Shanghai.

Sochow. Sochow. Brit. str. Shanghai.

Taiwan. Taiwan. Brit. str. Shanghai.

In port on December 20, 1886.

MERCHANT STEAMERS.

Anchises. British. London.

Formosa. British. London